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I am writing in regard to the proposed revision of VOR Federal Airway 208. The proposal is to modify V-208 by changing the originating point from the Santa Catalina, CA Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to the Ventura, CA VORTAC.

The modification of V-208 will extend the victor airway. It will incorporate a route for air traffic control assigns frequently to aircraft arriving at the Los Angeles, CA terminal area. This will have many positive effects on the management of aircraft in the area. The modification will help decrease congestion in the area. By decreasing traffic congestion, the probability of an accident will be decreased. The modification will also decrease the pilots and the controllers work load, and radio congestion will be reduced.

The Southern California Terminal Radar Approach Control and the Los Angeles Air Route Traffic Control Center issue clearances along radials to separate traffic. By changing the V-208 to incorporate the clearances, this would reduce traffic congestion. All of the traffic will be on an established airway. Traffic in the area should be on an established airway; this will reduce the amount of traffic flying different headings in a congested area. By modifying the airway, it will increase overall safety in the area.

Another reason the modification will increase safety is the reduced workload of the controllers and the pilots. By changing the airway to incorporate routing that is currently used by ATC, the clearances would be much easier for both the pilot and the controller. The controller can issue a short clearance to the pilot. The shorter clearance will reduce the confusion between the controller and the pilot. Under a high workload

less time spent on the radio can be valuable. When the airspace gets busy the controllers are issuing many clearances. There can be confusion when the controller is issuing the clearances. When there is a lot of talking on the radio, the pilot may miss the transmission. It may be hard for the pilot to let ATC know right away that they either did not get the transmission, or they did not understand it. This time lost is very valuable in a congested area.

Frequency congestion is a problem in a lot of areas. Any way to reduce the congestion will increase the safety. By having less transmissions taking place, the controller can slow down and make sure everybody understands. The pilot will be able to make more transmissions if needed. If there is a lot of talking going on, it can be hard for the pilot to get a request in. Getting a request in a timely manner can reduce workload within itself. The controller will know well ahead of time what the pilot's intentions are. If the controller doesn't get a request until the last minute, it may be hard to grant that request. The controller will have to change things to make the situation work, further increasing the workload and congestion.

Some pilots feel a great amount of pressure in busy environments. The pilot may feel rushed to make decisions and transmissions. The pilot should have time to think about what they are doing and evaluate the situation. A busy environment increases the pilot's workload a large amount. We should try to decrease the pilot's workload as much as possible. Reducing the workload of the pilot will reduce the amount of pilot errors. The pilot will have more time to think about what they are doing and concentrate more on other tasks at hand.

The controllers will also benefit largely from a reduced workload. The controllers will not feel rushed to make decisions and they will be able to concentrate more on the tasks at hand. A long day of controlling a high traffic area can impose a lot of stress on the controller. Stress can reduce the mental alertness of the controller. The controller needs to be in a healthy mental condition to manage the traffic. Many people's lives depend on the controller's ability. The environment will be much safer if the workload is reduced.

The only foreseeable problem with the airway change is not proper notification to pilots. The change in the airway should be made in enough time for it to be published on the charts. If the change is not made in time to be published on the chart, an FDC NOTAM will have to be issued. This can be a problem if the pilot does not receive the NOTAM or the pilot does not fully understand it. Consideration must also be made as to what consequences may occur if the pilot does not know the current airway and uses the old route.

The overall scope of the proposed change in airway will result in a safer environment. The congestion and pilot and controller workload will be reduced. There are only a few minor problems that might occur. These problems would be apparent in any situation there is a change. The benefits from the change in the airway far exceed the problems.